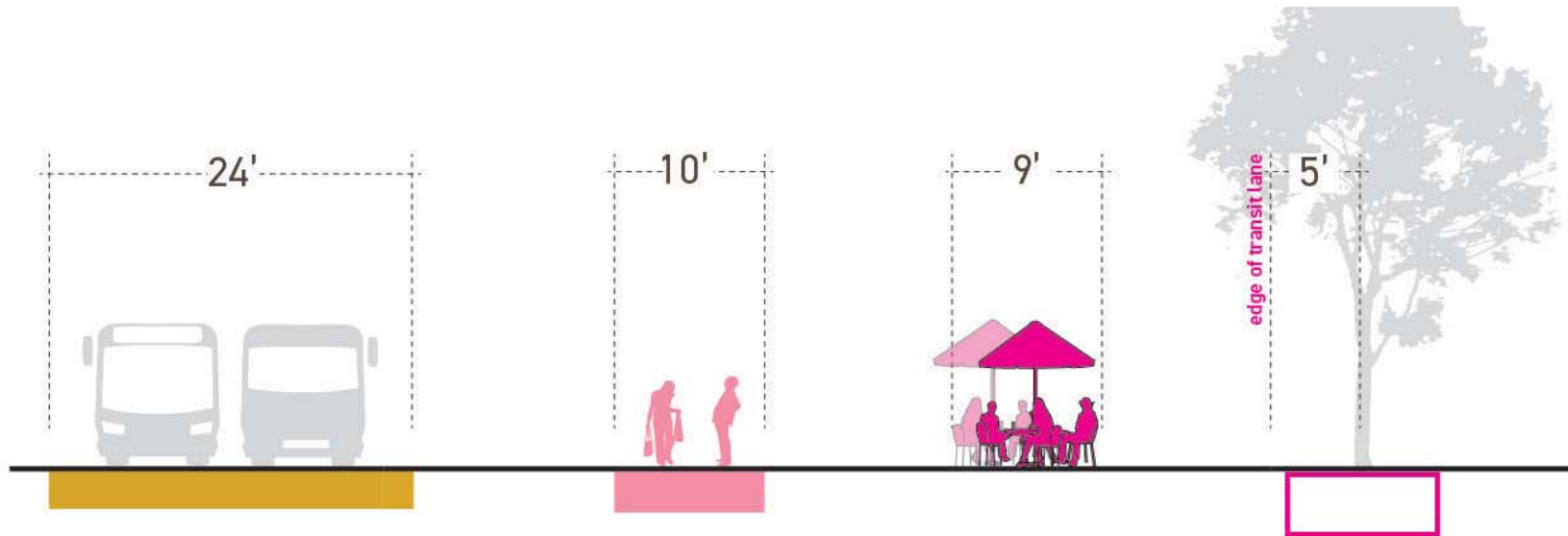


Requirements



Transit Lanes

One 12 foot wide lane in each direction, (24'total) per RTD design requirements.

Sidewalk

10 feet clear pedestrian space on each side of the street, based on projected pedestrian volumes and recommendations from "Downtown Denver 16th Street Mall: Small Steps Towards Big Change."

Cafe Seating

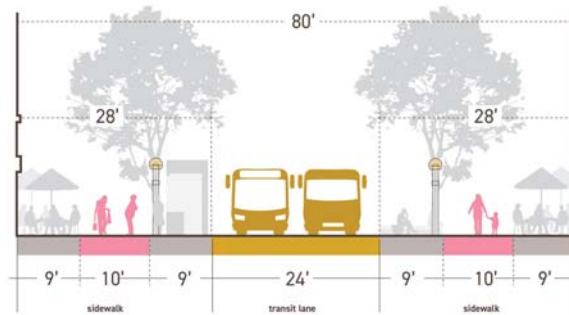
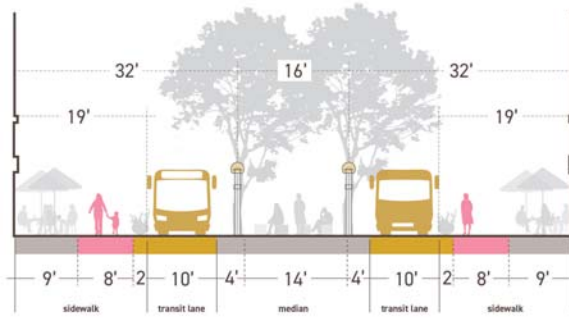
Current policies permit 9 foot wide cafe seating zones, which accommodates one "two-top" and one "four-top" tables with an internal aisle.

Tree Health

Move trees a minimum of 5 feet from shuttle lane in order to reduce conflicts. Existing trees have been damaged by vehicle impacts.

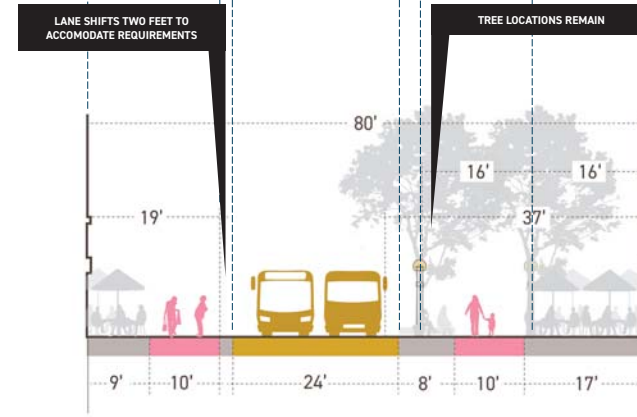
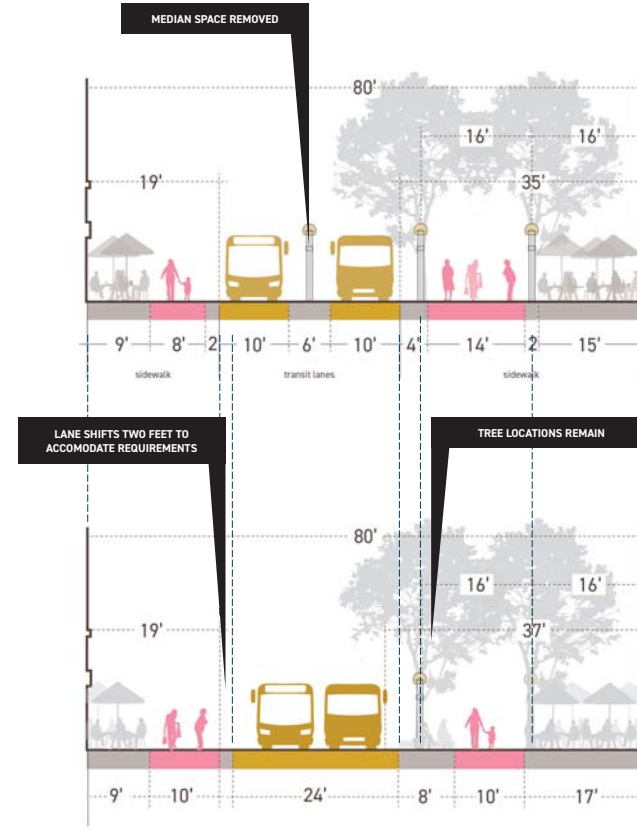
Proposed Alignments

EXISTING MEDIAN



NEW CENTER RUNNING

EXISTING ASYMMETRICAL



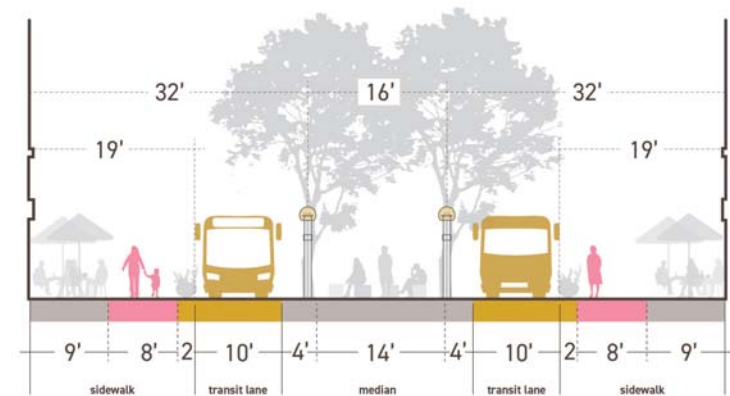
NEW ASYMMETRICAL

Ex. Median and New Asymmetrical

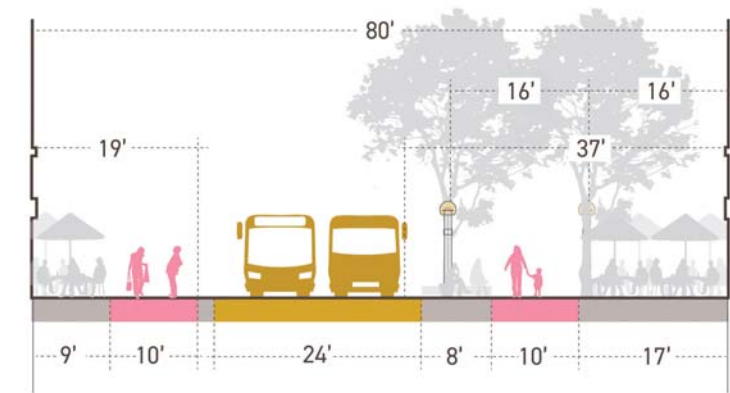
Alignment Alternative



Proposed Cross-sections



EXISTING MEDIAN



NEW ASYMMETRICAL

Evaluation Summary

Evaluation Criteria	Existing Median	New Asymmetrical
Infrastructure	Failing infrastructure replaced	Failing infrastructure replaced
Safety	No pedestrian/transit safety improvement*	Sidewalks on narrow side are immediately adjacent to transit lanes
Mobility	<ul style="list-style-type: none"> Transit mobility maintained Doesn't provide enough pedestrian mobility (10' walk)* 	<ul style="list-style-type: none"> Transit mobility maintained Narrow sidewalk expanded to meet standard for pedestrian mobility
Public Use	<ul style="list-style-type: none"> Not enough room for 9' gathering/patio space and 10' pedestrian space Medians underutilized 	<ul style="list-style-type: none"> Asymmetrical wide side has space for many gathering configurations and trees, narrow side doesn't
Economics	Equal opportunities and amenities fronting buildings	Unequal opportunities and amenities fronting buildings
Historic Resources	Same spatial configuration	Same tree location

*Does not meet the project Purpose and Need

New Center Running & New Asymmetrical

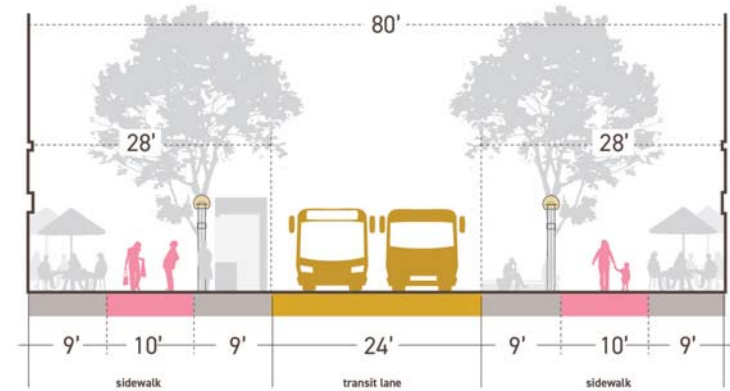
Alignment Alternative



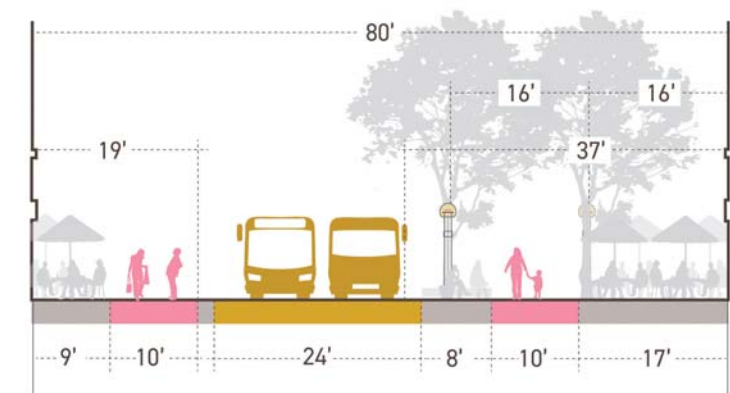
Evaluation Summary

Evaluation Criteria	Center Running	New Asymmetrical
Infrastructure	Failing infrastructure replaced	Failing infrastructure replaced
Safety	Trees and amenities separate pedestrians from transit lanes	Sidewalks on narrow side are immediately adjacent to transit lanes
Mobility	<ul style="list-style-type: none"> Transit mobility maintained Both sides of block provide required pedestrian mobility (10') 	<ul style="list-style-type: none"> Transit mobility maintained Both sides of block provide required pedestrian mobility (10')
Public Use	<ul style="list-style-type: none"> Space for many gathering configurations and trees on both sides of center running blocks Ability to consolidate gathering/patio space under trees and move pedestrian walks against buildings 	<ul style="list-style-type: none"> Wide side has space for many gathering configurations and trees, narrow side doesn't Ability to consolidate gathering/patio space under trees and move pedestrian walks against building
Economics	Equal opportunities and amenities fronting buildings	Unequal opportunities and amenities fronting buildings
Historic Resources	Different spatial configuration, maintains linear allee of trees and lights	Same tree location, different sidewalk width

Proposed Cross-sections



NEW CENTER RUNNING



NEW ASYMMETRICAL

New Center Running

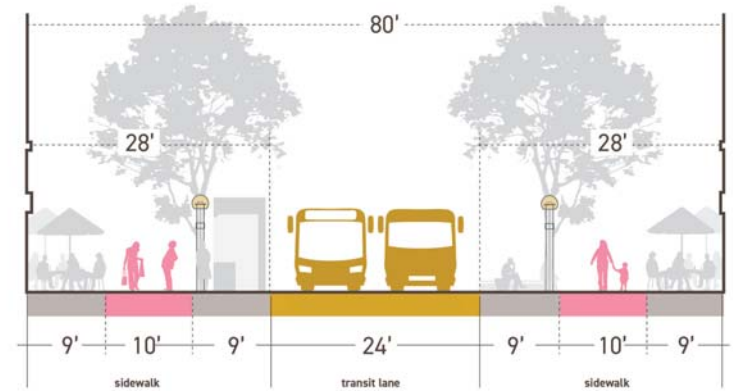
Alignment Alternative



Evaluation Summary

Evaluation Criteria	Center Running
Infrastructure	Failing infrastructure replaced
Safety	Trees and amenities separate pedestrians from transit lanes
Mobility	<ul style="list-style-type: none"> Transit mobility maintained Both sides of block provide required pedestrian mobility (10')
Public Use	<ul style="list-style-type: none"> Space for many gathering configurations and trees on both sides of center running blocks Ability to consolidate gathering/patio space under trees and move pedestrian walks against buildings
Economics	Equal opportunities and amenities fronting buildings
Historic Resources	Different spatial configuration, maintains linear allee of trees and lights

Proposed Cross-sections



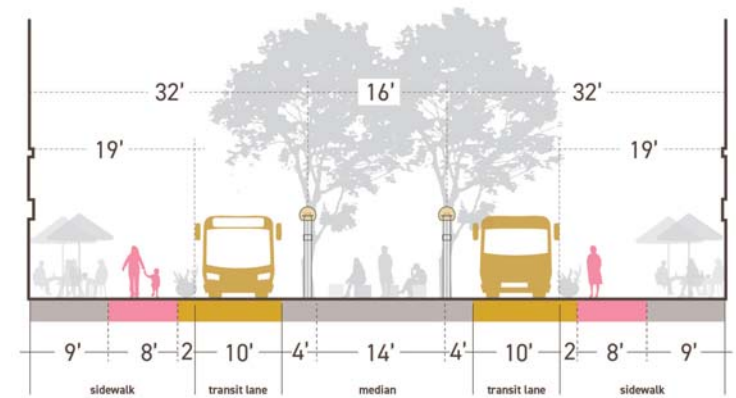
NEW CENTER RUNNING

Ex. Median and Ex. Asymmetrical

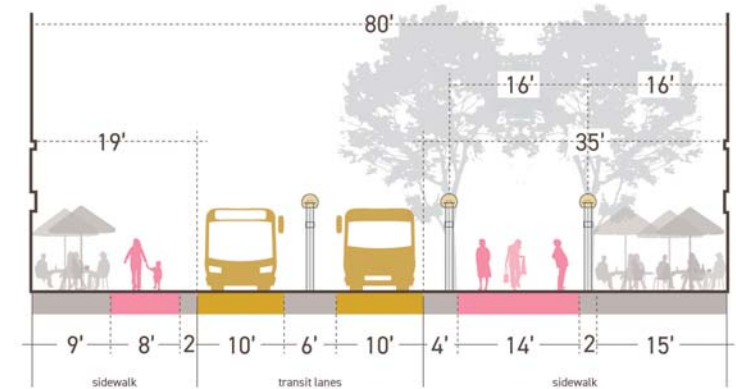
Alignment Alternative



Proposed Cross-sections



EXISTING MEDIAN



EXISTING ASYMMETRICAL

Evaluation Summary

Evaluation Criteria	Existing Median	New Asymmetrical
Infrastructure	Failing infrastructure replaced	Failing infrastructure replaced
Safety	No pedestrian/transit safety improvement*	No pedestrian/transit safety improvement on narrow sidewalk*
Mobility	<ul style="list-style-type: none"> Transit mobility maintained Doesn't provide enough pedestrian mobility (10' walk)* 	<ul style="list-style-type: none"> Transit mobility maintained Doesn't provide enough pedestrian mobility (10' walk) on narrow side*
Public Use	<ul style="list-style-type: none"> Not enough room for 9' gathering/patio space and 10' pedestrian space Medians underutilized 	<ul style="list-style-type: none"> Not enough room for 9' gathering/patio space and 10' pedestrian space on narrow side*
Economics	Equal opportunities and amenities fronting buildings	Unequal opportunities and amenities fronting buildings
Historic Resources	Same spatial configuration	Same spatial configuration

*Does not meet the project Purpose and Need